

The Lióngkóng Telegraph.

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晚八十二月五三十三年

MONDAY, JULY 8, 1907.

一拜禮 號八月七 英港香

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUND 14,550,000

Branches and Agencies.

TOKIO. CHEFOO. TIENTSIN.
KOBE. PEKIN. NEWCHWANG.
OSAKA. DALN.
NAGASAKI. PORT ARTHUR.
LONDON. LYONS.
NEW YORK. NEW YORK.
SAN FRANCISCO. HONOLULU.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office:—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On Fixed Deposit:

For 12 months 5% p.a.

" 6 " 4% "

" 3 " 3% "

TAKEO TAKAMICHI, Manager.

Hongkong, 6th April, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000

Shortly to be increased to £ 1,200,000

RESERVE FUND £ 1,075,000

Shortly to be increased to £ 1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% "

" 3 " 2% "

JOHN ARMSTRONG, Manager.

Hongkong, 15th May, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

AUTHORISED GOLD \$ 10,000,000

CAPITAL PAID-UP GOLD \$ 3,250,000

RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE:—60, WALL STREET, NEW YORK.

LONDON OFFICE:—THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:—BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

" 6 " 3% "

" 3 " 2% "

No. 9, Queen's Road Central, Hongkong.

CHAS. R. SCOTT, Manager.

Hongkong, 14th March, 1907.

NEEDLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£ 3,750,000).

RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasercoran, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja (Acheo), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits: 12 months 4% per annum.

" 6 " 3% "

" 3 " 2% "

J. L. VAN HOUTEN, Manager.

Hongkong, 8th June, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

STERLING FUND \$10,000,000

SILVER FUND \$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

Branches and Agencies:

TOKIO. CHEFOO. TIENTSIN.

KOBE. PEKIN. NEWCHWANG.

OSAKA. DALN.

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LONDON. LYONS.

NEW YORK. ANTUNG.

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HOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HANKOW.

Head Office:—YOKOHAMA.

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On Fixed Deposit:

For 12 months 5% p.a.

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" 3 " 3% "

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"

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,361 tons.....	Captain H. D. Jones.
"POWAN".....	2,338	W. A. Valentine.
"FATSHANY".....	2,360	C. V. Lloyd.
"KINSHAN".....	1,995	B. Branch.
"HEUNGSHAN".....	1,998	R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN".....	1,651 tons.....	Captain E. H. Grainger.
"SUI-TAI".....	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sunday Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Wilcox (Laid up.)
"NANNING".....	569	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 21st June, 1907.

[370]

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU".....	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN".....	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETT & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....	S.S. "SAN-UI".....
--------------------	--------------------

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 55 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHINO and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fee for the Round Trip.....

These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S. CO.
HONGKONG

Hongkong, 6th October, 1907.

[14]

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon passengers, and will take Cargo to all Netherland India Ports

on or through Bills of Lading.

For particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 15th June, 1907.

[13]

Dentistry.

Dr. M. H. CHAUN, THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY 33, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1907.	TSIN TING. LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FEES. Consultation Free.
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[60]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles—all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yoko-hama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

THE HALL OF THE FAVOURITE.

ORBY'S DERBY AND HOW HE WON IT.

EPSOM PICTURES.

It was the Girl in the Blue Blouse who smiled so sweetly and apologetic about her blue eyes as we cannoned in the crush at Tattenham Corner that decided me. So pretty a mascot must mean something, so I paid sixpence for a card, bought down the list of Derby jockeys, and found that Johnnie Roib carried the mascot colours. He was to ride Irish Orby, bloused in blue. So, with the largest piece of silver that is coined in England, I, who am a child in these matters, approached timidly a student master in a tall white hat labelled Bill Babbury, of Battersea, and spoke unto him.

"Orby?" he says. "Well—12 dollars to one to you!"

The crushing emphasis on the last word was too apparent. So I bade a fond 'good-bye' to the large piece of silver; and mingled with the crowd, to see what was going on.

THE DERBY ROAR.

Well, it was a real Derby crowd. The soaking morning had fled before a warm, and brilliant burst of real summer sunshine. Under the roof of blue, white and woolly clouds sailed gaily before the wind at racing pace. The Downs were nearly dry—dry enough, in fact, for picnic parties to sit out in the sunshine and bask and eat and drink.

On the course the crowd roared that old familiar roar of Derby Day, beating up against the rails that divided the Privileged from the Proletariat, surging among the piled coaches and the caravans and the tents, chattering, jesting, singing, shouting, eating, and drinking—and still the roar went up in a great body of sound which split amid the myriad kites that soared heavenwards, tug-ting at their strings, and was lost in the infinite ether. This was a crowd which no unruly weather could keep from attending the one great racing festival of the year. It might rain, it might snow, it might hail and thunder and lightning; but the picture, and the unmatched music of the Derby Roar would be there still the same.

PRIVILEGED SPECTATORS.

Presently the crowd swept up to the barriers at the Grand Hall to see the Quality arrive. Just before the first race the Royal Standard was hoisted over the clock, and the King, who had come from Victoria in a special train, arrived looking well and merry. The threatening weather kept the Queen and Princess Victoria away; but the Prince and the Princess of Wales came in time to see the favourite win the first race, and so did the Duke and the Duchess of Connaught, Prince Arthur of Connaught, Prince Christian, Princess Victoria of Schleswig-Holstein, and the Grand Duke Michael of Russia. The royal box was quite full; and down in the reserve enclosure below, the Duke of Devonshire, with his famous white "topper" discarded this year for a black silk with a marvellous polish loit, led the fashionable gathering of sporting nobles, lords, and gentlemen. Lord Rosebery, looking none too well, surveyed the crowd lazily through his glasses while he talked with Lord Coventry and Lord Suffield. The Duke of Westminster strolled about in excellent spirits; and Capt. Greer, the owner of the mighty, the marvellous Sieve Gallion, had his shop with "Boss" Croker, who had his mascot up his sleeve in the form of a Yale blue hand-kerchief, with which he occasionally mopped his ample forehead. Lord Rosebery walked round to the paddock to wish good luck and good speed to his beautiful bay colt, and to chat with "Danny" Maher, his jockey. The crowd recognised him at the gate, and cheered for Bezonian.

A STUDY IN TEMPERAMENTS.

Then the solemn hour arrived, the last bets were registered—and even at 2 to 1 on Sieve Gallion tempted the vast multitude to such an extent that the heavy bags in the Ring sagged with the gold and silver which had gone to support the taurian sleeves and the red cap. Vanitas vanitatum!

The course was cleared, and the signal given for the parade. Out came the favourite stamping and champing in conscious pride. The sweet smell of the green grass, the beaming sun, and the caress of the wind seemed to lull him with the joy of glorious life. A great sigh of admiration went up into the air at the sight of him.

I turned to my friend William Battersea, only to see him wipe a line off his slate with a smudgy thumb. That line was

4-6 SIEVE GALLION.

"I lay no more on the favourite, arter that sight," said William. "He's fall o' beans, is Sieve Gallion; and could win backwards out of that crowd. Look at 'em! Might as well be on a skewer!"

I looked—and saw Orby, the chestnut colt beloved by "the Boss," slouching along as a cur after a sound thrashing. His head was down, and his ears were twitching. His very tail hung limp—and nobody had been plucking hairs from it, either. Poor Orby! Some secret trouble was evidently lying like lead on his gallant Irish heart. You know the Irish temperament—all fire and bubble one day, and flat as ditchwater the next. This was evidently Orby's ditchwater day.

I turned to William, and wondered how far down in the pile in his bulging bag my speculative "dollar" lay—and sighed.

WHEN ORBY WINS.

In the dead silence which followed as the horses were marshalling under the starting-gate, the clang of the bell spoke out sharp and sudden—

"They're off!" A trained chorus couldn't have shouted it in such amazing unison. The Kleg, from his perch under the Royal Standard, watched the little ribbon of multi-coloured specks moving along in the hazy faraway; and down below the world "stood tiptoe upon the little hills," as Keats sang of a very different, mythical happening.

William having double-locked his bag—in case my little piece of slate should leap out in the excitement of the moment—balanced himself upon an orange-box, glued his eye to the small end of a very stout telescope; and chanted the history of the struggle to the crowd beneath him. That chant you can read in Homeric measure, over the signature of Uso, on page six.

I didn't see it, because the fat back of a large man was between my eyes and daylight. And until I heard the thumpety-thump of thudding hoofs close by and heard the yell of astonishment, and pain gathered into that one word "Orby!" I wasn't

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	Per cent. per doz. qts.	Per cent. per doz. pts.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION LARRIVET	18.00	20.00
CHATEAU MOUTON D'ARMAILHACQ	22.00	24.00
CHATEAU PONTE CARNET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RUAZAN	44.00	—
CHATEAU LAFITE	50.00	—

OUR CLARET'S, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARET'S from the celebrated Chateaux above-mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
Hongkong, 11th June, 1907.

MARRIAGE.
June 4 at Westminster, COLIN, son of late A. M'IVER, of Hongkong, to ETHEL AGNES LAMBERT.

DEATH.
On July 1, 1907, at Shanghai, GEORGE ALFRED VICTOR DICK, of the Great Northern Telegraph Co., aged 31 years.

The Hongkong Telegraph
HONGKONG, MONDAY, JULY 8, 1907.

AN INDUSTRY FOR KOWLOON.

Some time ago, when we had occasion to remark on the development of Kowloon, alike as a residential and business area, and the possibilities which will, in all probability, be realized in the near future, reference was made to the admirable system of roadways which have been constructed there under the superintendence of the Public Works Department. The inconveniences, delays and dangers caused by the narrow thoroughfares in Victoria have not been lost sight of by the Department when considering the question of extending the street communications of Kowloon. Indeed, it would have been strange and suggestive of an optical derangement not to say, a mental infirmity, and a departmental twist had the constant congestion of the principal arteries of the city resulting from the old-fashioned notions of what was necessary for vehicular traffic escaped the attention of the officials responsible for the construction of roadways in the Colony. Except in the dead of night, and only for a few hours then, the main streets on the island are thronged with vehicles to such an extent that everyone must be thankful that the peculiar situation of the island, its conformation and characteristics, have precluded the introduction of horse-traction for commercial purposes. In Kowloon, which is only in its infancy, and already exhibits the attributes of a lusty growth, the old policy has given way before an enlightened administration which promises to confer on that desirable portion of the peninsula benefits which have been denied to Hongkong and to the City of Victoria in particular. As the residential district is extended, and the commercial interests of Kowloon are augmented, either by the introduction of new industries or the partial transference of old established firms from the island to the mainland which is being carried into effect or in contemplation, the question of adequate street communications is, of necessity, one of daily consideration by the Public Works Department. And, judging from the character, meaning the width and bed formation, of the roads which have lately been built to suit public requirements there can be no doubt as to their suitability to meet the extensive traffic

which exists in Kowloon at present and is even on the increase. The main roads are 100 feet in width, which leaves ample room for their adornment by the planting of trees, after allowing a sufficiency of space for the passage of the ordinary street traffic; while the side roads, which are mainly for the convenience of the immediate residents, are more than sufficient to meet the limited needs of the special community for whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, a *terra incognita*, will be at the command of the amateur chauffeur and his friends, and there is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving proclivities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteriae automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negatived, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curious enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor-boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage godowns far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this flat country." The American Consul at Tsingtao writing on the same subject exhorts the manufacturers of automobiles in the United States to recognize and take advantages of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai and Tsingtao the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Everything tends to favour the idea that when Kowloon has come into its own, and when the many opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the country intent upon their own affairs rather than concerned with the interests of the people is another matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow; where the roads, conditions and benefits are infinitely more attractive.

THE FOOLY OF HURDLES RACES.

The farcical display of jumping which was given by the China ponies in the hurdle race at the gymkhana, held at Happy Valley on Saturday should at last convince the Committee that this event on the programme should be obliterated once and for all. Either the ponies cannot or will not jump over the low hurdles erected on the course, but we lean to the former belief, which has been succinctly and colloquially expressed in the words of a race-goer, who observed that "China ponies cannot jump hurdles for sour apples." If the hurdle race were merely inserted on the card with the object of arousing the risibilities of the spectators, the idea would be

sufficiently ridiculous in itself, but when life and limb are endangered, as they were on Saturday, and as they always have been in this egregious exhibition, the stewards should realize that their responsibility is not limited to the tacit encouragement of the comical. There is nothing of the element of sport in a competition which is usually won, not by the best horse, but by the strongest, which boldly pushes its way through instead of over the hurdles. As a matter of fact, the horse which starts last and leaves no obstacle on the course to be ground under foot by the leading contestants has apparently the best chance of reaching the winning post, having profited by the labours of the others at the preliminary hurdles. But even then, the spectators have had to witness a display which began mirthfully when the ponies refused time and again to take the jump and ended in bordom when the same tactics occurred at each successive hurdle. The fact is, the China pony is not built for jumping hurdles; it is too heavy in the shoulder, neck and head and bears about the same relation to a hunter as a drayhorse at home. A local enthusiast in racing remarks that the China pony can be depended upon to negotiate dry cuts, and in Shanghai some wonderful jumps over water-courses have been witnessed, especially in the paper chases, but there again they have been schooled to their work, which is not the case in Hongkong. On Saturday, according to our information, two ponies were out in the hurdle race that had never previously tried a hurdle, while had it been a mile race the pony which did win would not have been among the first three of the four runners. It is therefore, little less than absurd to continue including in the programme of gymkhana after gymkhana the usual hurdle-race as if the Committee had the hope of discovering some day an Oriental Grand Nationalist; and the sight of rider after rider toppling out of his saddle and whipping the frightened animals half a dozen times before each hurdle is certainly not conducive to sport, and is not sport in any sense of the term. The committee who frame the programme would be well advised if they dropped the hurdle race from future meetings, and we trust they will take our hint, which is offered in the best spirit, and will certainly be endorsed by all who have the interests of pony-racing in Hongkong at heart. Fortunately, on Saturday the accident to the rider of Beaufort did not prove to be a serious one, but it should not be necessary to kill somebody before a needed reform is made.

LOCAL AND GENERAL.

H.E. SIR CLAUDE MACDONALD, British Ambassador to the Court of Japan, returned to Tokyo on 28th ult.

CAPTAIN P. H. M. Taylor, 3rd (Indian) Lancers, has been appointed Aide-de-Camp to Sir Frederick Lugard, Governor of Hongkong.

ENGINEER Sub-Lieutenant C. B. Evington has been appointed to the *Kens* on the China Station, from the *Roxburgh* in the First Cruiser Squadron.

OWING to the absence of Mr. F. A. Hazelard in Macao, Mr. G. N. Orme, acting second police magistrate, presided at the Police Court this morning.

SECOND Lieutenant C. R. Shannon, Royal Engineers, doing duty in the Isle of Wight, has been placed under orders to proceed to Hongkong in the approaching relief season.

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 21, 1907, amounted to 20,955 tons and the sales during the same period to 20,767 tons.

AN American Consulate was opened on the 1st inst. at Antung, under the jurisdiction of Mr. Arnell, lately of Mukden. The survey of the Amur Railway has been finished, and it is expected that the line will be constructed by 1912.

COMMANDANT MAUGER, who has been seriously ill from concussion of the brain as the result of a motor-car accident on June 4th, was able to leave the Shanghai General Hospital on 30th ult. and stayed for a day at the Hotel des Colonies. His recovery was not permanent, and he had to return to hospital the next day.

THE cruisers of the *Monmouth* type—the *Monmouth* on the China Station—are to have their 12-pounder quick-firing guns removed from the captain's cabin and re-mounted on the after shelter deck, or upper deck. The light 12-pounders thus displaced will be mounted on field carriages for emergency service.

THE property belonging to the late Mr. A. W. Maitland, situate at No. 9, Seymour Road, Shanghai, was sold by auction on 1st inst., by Messrs. L. Moore & Co. A large number of prospective buyers were present, and the bidding, starting at Tls. 10,000, soon ran up to Tls. 82,000, at which figure the Shanghai Land Investment Co. was the purchaser.

ON the 4th ult. Mr. Runciman informed Mr. Lonsdale that Sir E. Troy had no information respecting the riots near Swatow, in China, except what had been published in the press, and he was confident that His Majesty's Minister in China would report to him at once on the matter if it were serious. From official information received, the disturbance at Lien-chow, previously reported, appeared to have been unimportant.

The thermometer registered 107° in the shade at Tientsin on 26th ult.

AN interesting race between motor-boats took place yesterday afternoon, the course being from the Corinthian Yacht Club to the beacon at Lyttonwood Lane. Five boats competed and the race was won by the *Flying*, owned by Ulrich von Schlueter, the *Dimchau* being second and *Nellie* third. The *Flying* was built by the owners and has two cylinder engines by Fay & Bowen, U.S.A. The winner had a handicap of ten minutes.

At an entertainment of welcome given on 30th ult. at "soul, in honour" of Pak Yung-ho, the former political refugee, who has just been allowed to return from Japan to Korea, over forty anti-Japanese assassins attempted to assassinate Pak Yung-ho, Gen Phong-chu, Minister of Commerce, and Yi, President of the pro-Japanese Ichin-hoi Society. These three men had the narrowest escape. The leader of the assassins committed suicide on the spot.

News has reached this country of the death, on April 19, of Mr. Wei On, who was, we believe, the only Chinaman ever admitted as an English solicitor. He was educated at Cheltenham College and Christ Church, Oxford, where he took his M.A. degree and became known as a fine athlete. He was subsequently articled to Messrs. Clarke, Rawlins and Co., of 66, Gresham House, and we believe, showed more than the ordinary intelligence of the articled clerk. He was admitted in 1896 or 1897, and soon afterward returned to his native country, where he practised until his death.—*L. & C. Express*:

THE negotiations between the Chinese and Japanese with regard to affairs in Manchuria have been resumed in a conciliatory manner. H. E. Hsi Shih-chang, Viceroy of the Manchurian provinces, and H. E. Yang Shao-yi, Governor of Fengtien, have issued a manifesto which declares that the steady influx of foreigners into Manchuria, due to the opening up of the different towns, is a matter of great congratulation from the point of view of commerce. The proclamation then exhorts the people of Manchuria to cultivate friendly relations with foreigners and deprecates any continuance of anti-foreign feeling.

A WELL-TO-DO Chinaman, residing at the corner of Connaught Road Central and Wing Wo Street, third floor, was picked up in the street early this morning, by the police, dead. His skull was fractured. There is at present nothing to show how deceased met his death, but the theory advanced is suicide. Friends of the dead man informed the police that during the past few weeks he appeared to have gone entirely out of his mind. He acted queerly and constantly spoke of death. They were of opinion that some time during the night accused must have got out of bed and jumped over the verandah. The deceased was a middle-aged man.

ON May 30 there was launched at Whiteinch the screw steamer *Petlo*, built for the Messageries Maritimes de France. The vessel has been constructed to British Corporation and Board of Trade highest class. The general dimensions are as follows:—Length, 420 ft.; breadth, 52 ft. 9 in.; depth, 32 ft. 6 in. Her gross capacity is 5,702, with a deadweight carrying capacity of 8,500 tons, and a cubic capacity of 12,150 tons. The machinery consists of a set of triple-expansion engines, capable of driving the vessel at a speed of 12 knots at sea. The *Petlo* has been constructed in meet the owners' increased traffic between Marseilles and the East.

THE fifteen young Chinese, who arrived in France last week, says, the *L. & C. Express* of 27th ult., to complete their military instruction and return to their own country in two or three years with the rank of under-lieutenant, have been conducted to the military Lyceum de La Flèche by Colonel Ting, who accompanied them from China to Paris and by M. Tang Tsai-Fou, First Secretary of the Legation in Paris. They will there remain the necessary time to acquire a sufficient notion of the French language, before going to different infantry regiments. The young students will be equipped with the uniform of the French infantry, before going to different regiments.

TO-DAY was one of the busiest days that the Magistrate has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while patty-lancets and flogues were there in plenty.

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CAPTAIN W. Valentine, of the Canton steamer *Persia*, prosecuted four Chinamen at the Police Court, this morning, with obtaining a passage to Hongkong without permission, and the steamer's cook with aiding and abetting the stowaways on board. The *Persia* left Canton at half past six o'clock last evening for Hongkong. After the fares had been collected the chief officer, the purser and the comodore went in search of stowaways, for it is seldom a day passes without some being found hidden somewhere on board. In a room belonging to one of the firers the defendants were located. The captain was called and in front of him the first defendant pointed out Wong Ying, the cook, as being instrumental in getting them aboard. This man, however, denied that at the Court. His Worship, found the stowaways guilty and the cook, not guilty, there not being sufficient evidence to convict. The first accused, for telling a falsehood, was fined \$20 and the other three \$10 each. The cook was discharged.

A TOKIO telegram, of 1st inst., to the *N. C. D. News*, says:—In reference to the orders given by the San Francisco police to Japanese Employment Offices to withdraw their signboards on the ground that they are not American citizens, the Municipality declares that Treaty provisions do not affect police authority. The Japanese Embassy has not yet received official notice of the order and is deferring action, which would in any case be idle in present circumstances, pending the judgment of the Court at Washington.

CANTON DAY BY DAY.

LANDING AND STORAGE OF KEROSENE.

[From Our Own Correspondent.]

Canton, 6th July.

Some time ago, the British Consul-General at Canton, Mr. R. W. Mansfield, wrote to "E. the Viceroy several times pointing out that the kerosene oil landed at the jetties close to the Canton-Hongkong steamers' wharf at Tung Hing Street, is a source of great danger and risk to the wharfs, and requested 'E. the Viceroy to give instructions' to have the jetties removed. The Central Police Department, by order from the Viceroy, has issued a proclamation together with some regulations governing the landing of the oil. The regulations are chiefly to the following effect:—A suitable place should be selected for the erection of a jetty where kerosene oil only could be landed. All kerosene boats coming from the Fat Oil Tanks to Canton are to carry a flag made of white cloth, a feet wide and 3 feet long, bearing the two characters (大木) painted on it. All such boats should be in possession of a special permit issued by the Custom House authorities. These boats must be constructed of iron and be of good condition, and used for conveying kerosene oil, but no other cargo. Good tubs, closed with lids, instead of the old kind tubs, should be used in conveying the oil. Each kerosene store in Tung Hing and other streets should not keep a larger stock of oil on the premises than about twenty cases at a time, and must not store the goods in a densely populated place. If no suitable site can be obtained for the purpose of a jetty, a daily supply should only be brought from the tanks enough to satisfy the demand. The proposed jetty together with all such boats for carrying oil are to be under the control of the Harbour Master.

DIRECTOR OF THE BUND DEPARTMENT.

Yesterday the Acting Viceroy appointed the sub-director of the Canton Bund Department, expectant Magistrate Sit Wing-nan, as director of the same department, and this official will to-day assume charge of office.

STUDYING PLAGUE.

At the meeting of the Fong Pin Hospital, the directors decided to send one of the institution's medical officers to Annan to inquire into the system of the treatment of plague-stricken patients in that country, with a view of effecting reforms on more or less lines in the treatment of bubonic plague patients in that institution.

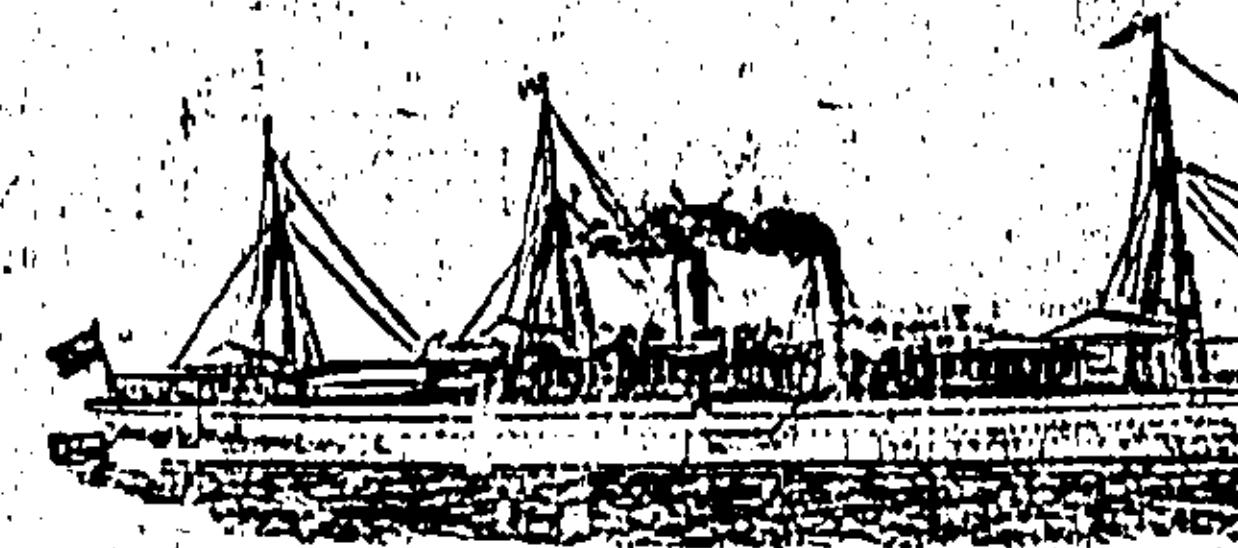
RAILWAY MEETING.

A meeting of the Canton-Hankow Railway Company was held at the Company's office yesterday afternoon, to promulgate regulations governing the forthcoming mass meeting.

Mr. Ha Yang-sang was voted to the chair and numerous suggestions were brought up for discussion, by those present. Ultimately resolutions to the following effect were carried:—(1) That as the representatives of the Government and the different Railway Companies throughout the Empire are to be present, the forthcoming meeting is to be carried out in a businesslike manner. (2) That two superintendents, two inspectors, two secretaries, scrutineers, etc., are to be appointed to superintend the meeting. (3) That two ballot boxes be put into use, and officials be appointed to take charge of these boxes. (4) That the result of the voting be posted up immediately after the casting of votes by the shareholders. (5) That the ballot boxes be opened from 10 o'clock on the morning of the 1st instant to 11 o'clock of the same morning. (6) That all invited representatives as well as shareholders who are to take part in the meeting be requested to be present early on the day of the meeting.

FIGHTING AROUND LIMCHOW.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of Under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER,
"ATHENIAN"	13,832	WEDNESDAY, July 17th	Aug. 10th
"EMPEROR OF INDIA"	13,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	16,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN"	16,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	14,223	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	16,000	THURSDAY, Sept. 26th	Oct. 14th

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamship, 14,500 tons register. The through tranship to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. 1/2 New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China

Corner Pidder Street and Praya.

Hongkong, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SGAPORE, PENANG & CALCUTTA.	NAISANG	TUESDAY, 9th July, 3 P.M.
TIENTSIN	CHONGSHING	TUESDAY, 9th July, 4 P.M.
SANDAKAN	MAUSANG	THURSDAY, 11th July, 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Single.	Return.
Hongkong to Singapore 1st Class	5 65
Penang	85— 130
Calcutta	165— 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

! Taking Cargo through Bills of Lading to Chefoo, Tientsin, Newchwang and Yaogang Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 6th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

NINGPO, SHANGHAI & CHINKIANG	FOO JHOW	9th July, 4 P.M.
SWATOW & SHANGHAI	SHAOHSING	9th "
MANILA	TEAN	9th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	10th "
YOKOHAMA & KOBE	CHINGTU	11th "
CEBU and ILILO	KAIFONG	13th "
SWATOW & SHANGHAI	YOCHOW	13th "
HAIPHONG	CHIHLI	16th daylight

* The Attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

! Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 8th July, 1907.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
KUBI	2,540	R. W. Almond	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO	2,540	A. Fraser	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,

GENERAL MANAGERS.

Hongkong, 6th July, 1907.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUZ CANAL.

(With Liberty to Call at the Malabar Coast).

To sail

"ABERLOUR" FRIDAY, 23rd August.

For Freight and further information, apply to

SHEWAN TOME'S & CO.,

GENERAL AGENTS.

Hongkong, 5th July, 1907.

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COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	1/2
Do. demand	2/5/16
Do. 4 months' sight	2/24
France—Bank T.T.	2/75
America—Bank T.T.	2/3
Germany—Bank T.T.	2/23
India—T.T.	1/63
Do. demand	1/63
Shanghai—Bank T.T.	72
Singapore T.T.	74 1/2 prem
Japan—Bank T.T.	107
Java—Bank T.T.	13 1/2
Buying.	
4 months' sight L/C	2/13/16
6 months' sight L/C	2/3
30 days' sight San Francisco & New York	54
4 months' sight do.	5 1/2
30 days' sight Sydney and Melbourne	2/13/16
4 months' sight France	2/80
6 months' sight do.	2/2
4 months' sight Germany	2/29
Bar Silver	31
Bank of England rate	4%
Bank of France	31 1/2 %
Switzerland	50/10

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hong Kong Observatory:

On the 8th, at 11:30 a.m. the barometer has risen moderately over N. China and S.W. Japan and fallen considerably in Hakodate.

The depression is moving "Eastward" over the Sea of Japan. Pressure is highest over the China Sea, and the Pacific to the South of the Looschoot.

Moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.

1.—Hongkong, and neighbourhood, S. W. winds, moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVALS.

Hongkong, Fr. s.s. 61, E. Corelli 6th July,—	
Haiphong and Hanoi 5th July, Rice, Coal, Pig and Tates.—A. R. M.	
Scandia, Ger. s.s. 3,109, W. von Döhren, 6th July.—Singapore 1st July, Gen.—H. A. L.	
Kaifong, Br. s.s. 986, E. Finlayson, 6th July,—Cebu and Iloilo and July, Sugar.—B. & S.	
Aberdeen, Br. s.s. 2,631, P. K. Barnes, 6th July,—Moj 10th June, Coals.—B. & C.	
Simla, Br. s.s. 5,684, Goldsmith, 7th July,—London 25th May, and Singapore, 2nd July, Mails and Gen.—P. & O. R. N. Co.	
Kwongtung, Br. s.s. 1,428, W. P. Baker, 7th July.—Shanghai via Swatow 3d July, Gen.	
Caibao, Mr. s.s. 1,102, A. Augenstein, 2nd July.—Bangkok and Swatow 1st July, Gen.—N. Y. K.	
Chingtu, Br. s.s. 1,129, W. B. Brown, 5th July.—Sydney 12th June, and Manila 2nd July, Gen.—B. & S.	
Empress of India, Br. s.s. 3,032, E. Beetham, R.N.R., 30th June,—Vancouver, B.C. 13th June, and Shanghai 27th July, Mails and Gen.—C. P. R. Co.	
Foochow, Br. s.s. 1,228, W. Miller, 30th June,—Moj 24th June, Coal.—M. B. K.	
Kagu Maru, Jap. s.s. 3,17, T. Arakawa, 1st July.—from Moji, Gen.—N. Y. K.	
Kohsichang, Ger. s.s. 1,301, C. Roskies, 3rd July.—from Bangkok, Rice.—B. & S.	
Manila, Ger. s.s. 1,108, J. M. Sasse, 20th June,—Australian Ports and Manila 10th June, Gen.—M. & Co.	
Mausang, Br. s.s. 1,644, R. Houghton, 23rd June,—Sandakan 23rd June, Timber.—M. & Co.	
Nam Sang, Br. s.s. 2,591, P. H. Rose, 23rd June,—Calcutta via Penang and Singapore 17th June, Gen.—J. M. & Co.	
Nippon Maru, Jap. s.s. 3,142, W. E. Filmer, 2nd July.—San Francisco 31st May, and Manila 10th June, Mails, Flour and Gen.—N. Y. K.	
Solstad, Nor. s.s. 87, N. Bjornsgaard, 4th July.—Moj 26th June, Coal.—Asgard, Thorstein & Co.	
Stolstad, Nor. s.s. 87, N. Bjornsgaard, 4th July.—Canton 7th July, Gen.—B. & S.	
Tean, Br. s.s. 1,346, A. Somerville, 5th July,—Manila 2nd July, Sugar and Hemp.—B. & S.	
Fukushu Maru, Jap. s.s. 1,090, T. Ito, 8th July.—Anping and Swatow 7th July, Gen.—O. S. K.	
Seiko Maru, Jap. ss. 938, G. Nokao, 8th July.—Foochow 5th July, Tei.—O. S. K.	
Ambia, Ger. s.s. 3,100, Schwingheimer, 8th July.—Singapore 2nd July, Gen.—H. A.	

Clearances at the Harbour.

Kwongtung, for Canton.

Simla, for Yokohama.

Rouen Maru, for Keelung.

Coquet, for Kuching.

Scandia, for Shanghai.

Tonkin, for Shanghai.

Petehout, for Swatow.

Amico, for Fiohow.

Ambia, for Shanghai.

Departures.

July 7.

Haiching, for Const. Pots.

Taki Maru, for N.asaki.

Man Maru, for Swatow.

Chinsing, for Canton.

Nishio Maru, for Canton.

July 8.

Quarrel, for Saigon.

Tsillong, for Batavia.

Amico, for Canton.

Kwongtung, for Canton.

Passengers arrived.

Per Phayon, from Saigon—10 Chinese.

Per Tashan, from Shanghai—Misses Mrs. Anna and Bonaventura Hump.

Per Van Bussel, from Billian—Mr. Van der Sud, and 300 Chinese.

Per Yuenlong, from Manila—Messrs Lockwood, Mr. Inker, and Capt. H. H. Patterson.

Per Scandia, from Singapore—2 Portuguese Physicians, 1 German Lady, and 400 Chinese.

Per Kwongtung, from Shanghai, &c.—

Messrs. Harry, Alfred Ramsay and valet, Philip, Dermot Dixons, Mons. Ascoli, 150 Chinese, and 3 Japanese.

Per Simba, for Yohohama from London—

Messrs. Hunter, McMillan and Thomas, from Singapore—Mr. and Mrs. Hodgson, from London for Shanghai—Lieut. Boone, Messrs. Bletchford and Thornton, for Hongkong.

Bank T.T.

London—Bank T.T.

Do. demand

4 months' sight

Do. 4 months' sight

France—Bank T.T.

America—Bank T.T.

Germany—Bank T.T.

India—T.T.

Do. demand

16 months' sight

6 months' sight L/C

30 days' sight San Francisco & New York

4 months' sight

do.

30 days' sight Sydney and Melbourne

4 months' sight France

6 months' sight

4 months' sight Germany

Bar Silver

Bank of England rate

Bank of France

Switzerland

Buying.

4 months' sight L/C

6 months' sight L/C

30 days' sight San Francisco & New York

4 months' sight

do.

30 days' sight Sydney and Melbourne

4 months' sight France

6 months' sight

4 months' sight Germany

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4 months' sight

do.

30 days' sight Sydney and Melbourne

4 months' sight France

6 months' sight

4 months' sight Germany

Bar Silver

Bank of England rate

Bank of France

Switzerland

Buying.

4 months' sight L/C

6 months' sight L/C

30 days' sight San Francisco & New York

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Connected to noon; later alterations, given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE PRESENT OPERATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do.	80,000	\$125	\$125	{ \$1,000,000 \$11,000,000 \$250,000	\$1,721,558	{ \$1.15/- and bonus of 1/- @ ex. 2/3/- \$24,33/- making \$4.80 for 1906	41%	\$ 80 ex n. issue \$52/- new issue London 79 ex new issue London 66 D. issue first call
National Bank of China, Limited	99,925	47	46	{ \$12,731 \$300,000	\$7,1293	\$5 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$20	{ \$1,675,000 \$300,000 \$110,000	\$233,038	\$20 for 1905	74%	\$270
North China Insurance Company, Limited	10,000	\$15	\$5	{ \$100,000 \$100,000 \$10,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex 2/10 11 16 per cent	6%	Tls. 75
Uniao Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$700,000 \$4,140	1,400.40	{ Final of \$12 making \$42 for 1905 and interim of 3/3 10-1906	58%	\$760 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$8,700 \$8,000 \$130,000 \$15,000	461,467	1/- for year ending 31.12. 5	7%	\$175 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$370,449 \$7,018	1,62,980	\$4 and bonus \$2 for 1905	92%	187 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	1,235,236	\$40 for 1905	122%	\$320
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$20	{ \$7,000 \$264,382 \$93,000	\$365	1/- for 1906	64%	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil.	1/- for year ended 30.4. 1906	6%	741 buyers
Hongkong, Canton & Macao Steamboat Co. Ltd.	70,000	\$15	\$15	\$600,000	20,170	\$1 for 2nd half-year making \$2.00 for 1906	68%	\$191 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$120,000 \$280,000 \$3,000	2,452	10/- @ ex. 2/1 9/16-54.66 1905	...	\$69
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,373 \$400,000	Tls. 1,327	Final of Tls. 3 making Tls. 3 (Pref.) and final of Tls. 3 making Tls. 3 (ord.) for 1906	112%	Tls. 46 sales
"Shell" Transport and Tracing Company, Limited	2,000,000	£1	£1	{ \$1,167,143 \$10,000 \$3,000	85,355.60	85/- (Coupon No. 7) for 1906	108%	Tls. 50 buyers
"Star" Ferry Company, Limited	10,000	10	10	\$1,137	\$100	1/- for year ending 30.4. 1907	21%	46/-
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 62,000 Tls. 81,200 Tls. 30,000	1,18,730	Final of Tls. 2 making Tls. 6 for 1906	121%	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	9,218	\$8 for year ending 31.12.06	8%	\$100 buyers
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	None	Tls. 8,935	1/- for 1907	521	
Perak Sugar Cultivation Company, Limited	7,000	\$115.50	\$14.50	Tls. 100,000	Tls. 4 (8%) for year ending 31.8.06	44%	Tls. 85 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$11,000 \$26,011	1,12,546	Interim of 1/6 for a/c year ending 28.2.07	4%	Tls. 15.00 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	None	G. \$90,930	Interim of 50 cents for account 1906	...	G. \$5
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,473	1,12,745	No. 12 of 1/-=8 cents	...	\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$64,124	1,10,335	\$1.75 for year ending 31.12.06	10%	\$174 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	45	{ \$10,000 \$23,152 \$30,000	33,047	Final of 2/4 making \$5 for 1906	64%	180
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	45	\$10,000 \$49,500 \$50,000	1,100,933	\$6 for 2nd half-year making \$12 for 1906	112%	\$105 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	100	\$10,000 \$48,710	1,10,397	Final of Tls. 4 making Tls. 8 for 1905/6	104%	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	100	{ Tls. 10,100 Tls. 19,100 Tls. 75,00	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year (ending 31.12.06 on old capital)	84%	Tls. 212 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	100	Tls. 12,936	Tls. 18 for 1905	...	84%	Tls. 212
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$3,388 \$30,000	Tls. 1,388	The 6 for 141 months ending 28.2.07	6%	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	38,418	1/- for year ended 30.6.1906	104%	\$281
Central Stores, Limited	50,123	\$15	\$15	\$3,000	39,178	\$1.80 for 1906	12%	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,475	1,12,675	1/- for second half-year making \$10 for 1906	84%	\$18
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$26,075	1,12,618	Final div. of \$3 1/2 making \$7 for 1906	64%	\$105 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$1,207	1,12,618	Final div. of \$3 1/2 making \$7 for 1906	64%	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	None	\$4,600	Final of \$6 making \$10	121%	\$80
Imphrey Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000	1,11,567	80 cents for 1906	21%	\$104
Kowloon Land and Building Company, Limited	1,6000	\$50	\$50	None	\$1,089	2/- for 1906	24%	\$37 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 86,013 Tls. 170,000	1,15,678	Final div. of Tls. 3 & bonus Tls. 1/4 (old sh. 1/8 div. of 75 cts. & bonus of 1/4 cts. (new sh. 1/100)) div. of \$2.10 making \$4.10 for 1906	74%	Tls. 104 buyers
West Point Building Company, Limited	12,500	\$50	\$50	None	\$1,519	2/- for 1906	84%	\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 15,000 Tls. 45,939	1,14,086	Tls. 10 for year ended 31.10.1906	154%	Tls. 64 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000	1,11,660	1/- for the year ending 31.7.06	11%	\$114
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	1,16,211	Tls. 6 for year ended 30.9.06 (8%)	12%	Tls. 50
Imou-kung-new Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	None	1,16,169	Tls. 8 for 1906	91%	Tls. 82 buyers
Boy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 28,257	1,16,169	Tls. 50 for 1906	154%	Tls. 330
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	None	\$906	7 for 1906	8%	1874 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$814	1,18,656	1/- per share for 1905	84%	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	1,18,653	3/- for 1905	90%	\$20 sellers
China-Boatco Company, Limited	10,000	\$12	\$12	None	1,18,653	3/- for 1904	90%	10 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 10,000	1,18,653	Final of Tls. 5 making Tls. 10 for 1905	151%	Tls. 64 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	None	\$25,000	60 cents for year ended 28.2.06	...	161
Do. Do. special shares	50,000	\$1	\$1	\$1,115,000	\$185	80 cents for 1906	9%	\$9 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,115,000	\$2,555	\$1.30 for year ended 31.7.1906	88%	\$155 buyers
Dairy Farm Company, Limited	25,000	\$71	\$6	\$1,115,000	\$10,804	Final of \$1 1/2 making \$2.00 for 1906	124%	\$161 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,115,000	\$15,022	\$2 1/2 for year ending 28.2.07	11%	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	None	\$2,953	1/- per share for year ending 28.2.07	7%	\$14
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10,000	1,14,361	Final of \$1 1/2 making \$2.00 for 1906	92%	\$245 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000	1,14,312	Final of \$1 1/2 making \$2.00 for 1906	9%	\$221 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$10,000	1,14,312	Final of \$1 1/2 making \$2.00 for 1906	10%	Tls. 292 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw-	25,000	G. \$100	G. \$100	{ Tls. 54,700 Tls. 27,603	1,18,374	Second interim div. of Tls. 7 for a/c 1907	94%	\$144 buyers
exploitation in Langkat, Limited	25,000	\$10	\$10	None	\$2,655			